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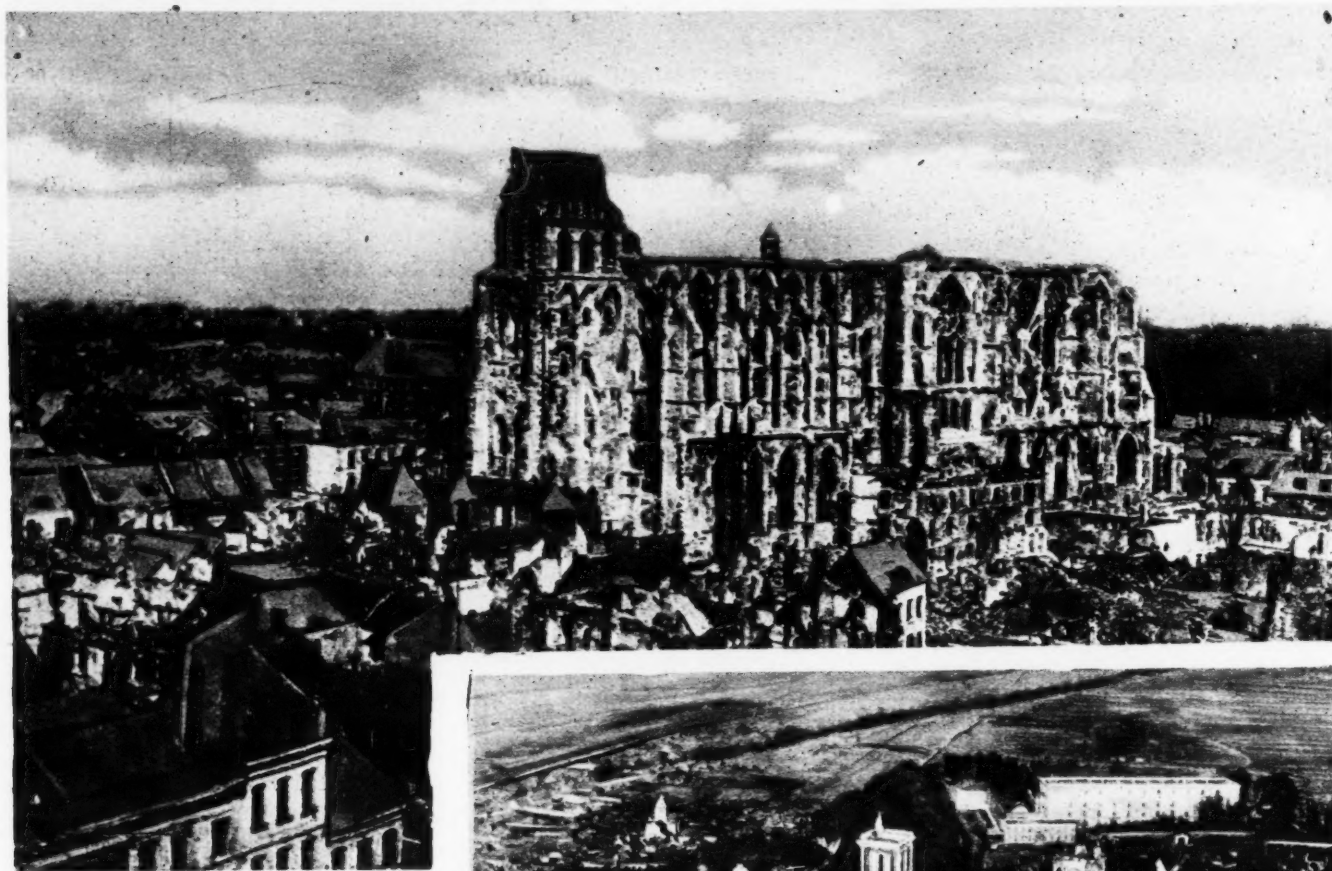
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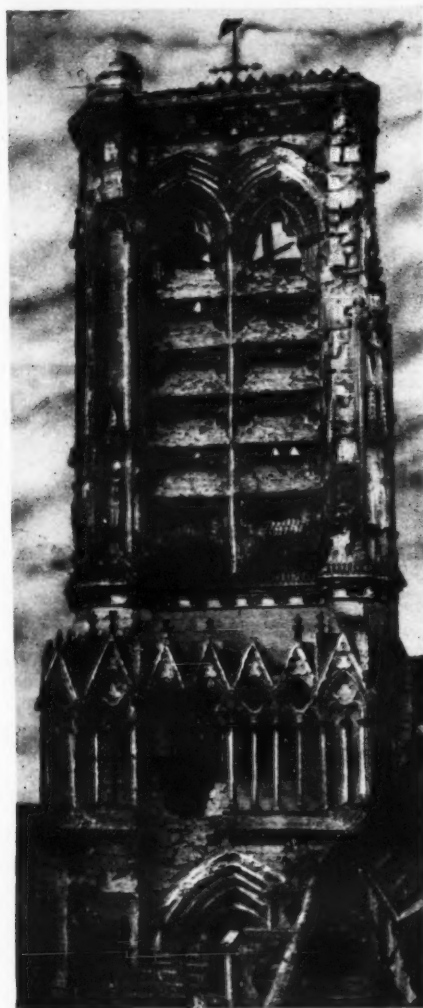
ONE OF THE BIG GUNS
USED BY THE BRITISH TO
STOP THE GERMAN ADVANCE.

(British Official Photo from Underwood.)

A Flashlight on Some Aspects of the War



The Cathedral of St. Quentin as it Now Appears after Being Shelled.

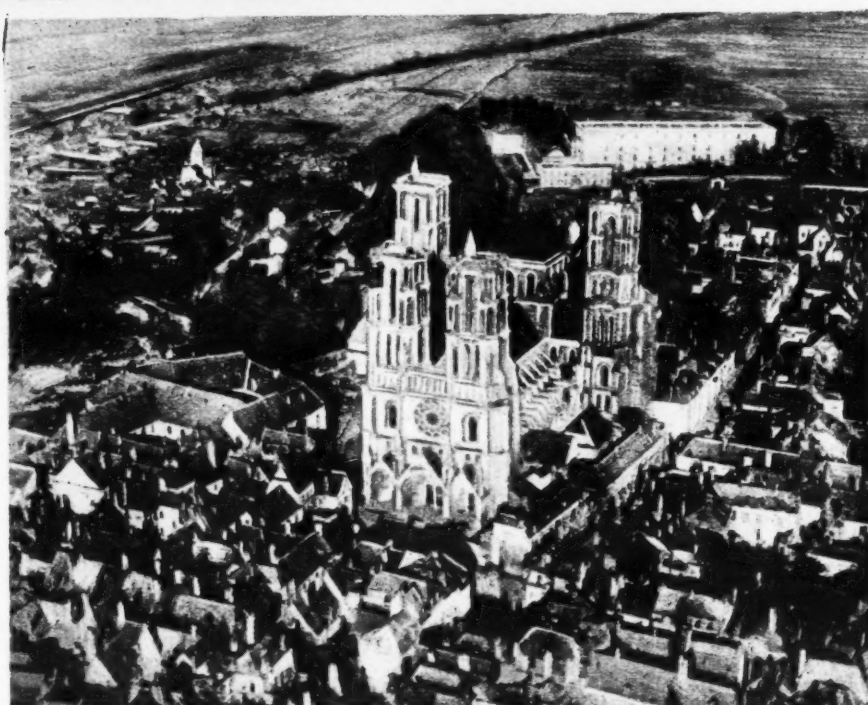


Soissons Cathedral, Damaged by German Shells.

THE TOLL OF DESTRUCTION AMONG THE CATHEDRALS OF FRANCE.

IN the sweeping to and fro of the tide of battle so much damage has been caused to the great architectural possessions of France and Belgium that the mention of further havoc causes little surprise. One would rather be astonished to hear that a given town had been occupied by the Germans without any loss of its artistic possessions. Recently, however, three towns in the Aisne department in northern France have suffered more than usual, namely, Laon, Soissons and St. Quentin.

All these three towns were the sites of cathedrals which held a distinguished, if not unique place in the architectural records of the French



The Cathedral at Laon, One of the Beautiful Old Buildings of France which have Suffered through Being Near the Battle Line.

during the centuries.

The Cathedral of Notre Dame at Laon is one of the finest Gothic edifices in France. It belongs to the thirteenth century, as do the cathedrals of the other towns—the greatest century in history of religious art. The Laon church was built on the site of one still older, which was destroyed during one of the frequent communal uprisings in France. Cruciform in shape, with a square choir (as opposed to the semi-circular apse) in the English fashion, its crowning glory was six great romantic towers, some of them unfinished. In some respects it resembles its great sister church, Notre Dame of Paris, although much smaller and in better proportions.

The Soissons cathedral of Notre Dame was begun during the latter part of the twelfth century, but not completed for a hundred years. It contains some excellent examples of thirteenth century stained glass, and has very high vaulting—one hundred feet from pavement to the roof of the nave. A small church, its chief effect was procured through the use of painted and stained glass, which at that period was much used in all religious structures. These things are irreplaceable.

The Collegiate Church of St. Quentin, one of the loveliest buildings in northern France, was two hundred years in building. The walls of the nave were decorated with polychrome paintings, by which is meant the use of flat colors on wood panels, occasionally on canvas, as distinguished from the excessive color modulations of present-day painting.

FIRST AMERICAN DECORATION WON BY LIEUTENANT ON TOUL SECTOR.

FOR valor in battle the first American decoration has been awarded to First Lieutenant John Newport Greene. His home is in Staunton, Va.

In January, 1917, he went to France and served six months with the Norton-Harjes Field Ambulance Service. In September he was commissioned Second Lieutenant in the Field Artillery, U. S. R. After six days' training in an artillery school he went to the front. In December he was one of forty-seven men Gen-



Lieut. John Newport Greene Awarded the First American Decoration for Valor in Battle.

eral Pershing recommended for promotion to First Lieutenant.

Lieutenant Greene was on duty in a dugout near Toul on March 1, when he was struck by a hand grenade on the leg and was called upon by one of the enemy to surrender,

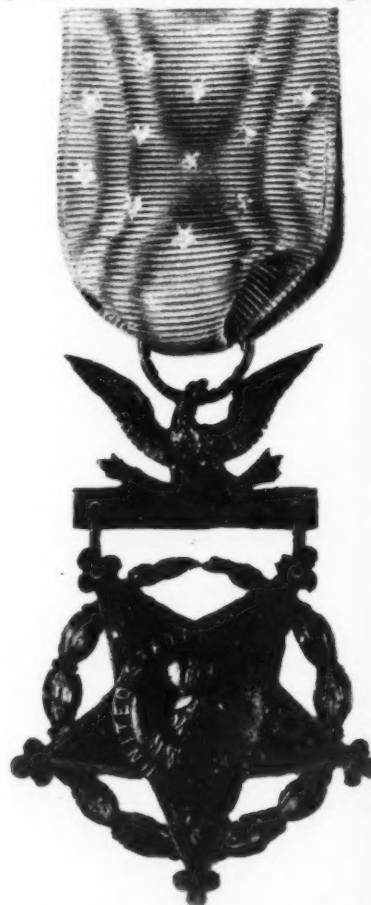


The Distinguished Service Cross. Since the First Hundred of These Crosses Were Struck Off, the Oak Leaves Have Been Removed.

(© Bailey Banks & Biddle Co., from Harris & Ewing.)

but he shot the German with his pistol and drove off a number of others in the hostile attacking party. For this brave conduct he received the French Croix de Guerre and the American Military Cross.

The highest award of the United States is the Medal of Honor, which is presented in the name of Congress



The Medal of Honor, the Highest American Award for Valor.

(© Bailey Banks & Biddle Co., from Harris & Ewing.)

for distinguished gallantry in battle or for heroism of an especially distinguished character not performed in the regular line of duty.

The Distinguished Service Cross was recently authorized by order of the President and is awarded to those who, since April 6, 1917, have distinguished themselves by extraordinary heroism in connection with military operations against an armed enemy of the United States in circumstances which do not justify the Medal of Honor.

Our Nation's Roll of Honor



Corporal Herman Bjornhang, Tofte, Minn.; killed in action.



Lieutenant John K. Grisard, Chicago, Ill.; killed by accident.



Corporal George G. Burgess, York, Penn.; killed in action.



Lieut. Egbert W. Beach, Engineers, Piedmont, Cal.; killed in action.



Sergeant Martin Cotter, Chicago, Ill.; killed in action.



Private Leo Haremza, Ashton, Neb.; killed in action.



Corporal Mark L. O'Neil, Hallstead, Penn.; killed in action.



Corporal Gus Chretien, Phillips, Okla.; killed in action.



Corporal Jack Kitman, New York City; died from wounds.



Private John Linton, Chicago, Ill.; killed in action.



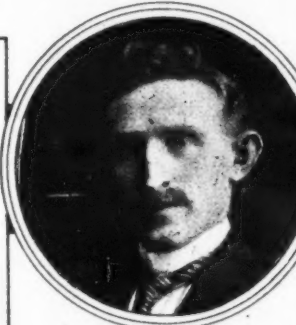
Mechanic F. E. Ruckelshausen, New Haven, Conn.; died from wounds.



Private Earl W. Mountain, Ada, Kan.; died from wounds.



Sergeant Clem Hobbs, Red Oak, Iowa; killed in action.



Corporal Patrick Farrell, Edgewater, N. J.; killed in action.



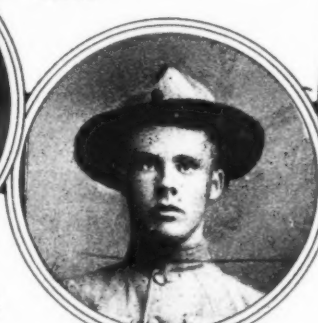
Cook Fred Clough, Watertown, Conn.; died from wounds.



Private Harry J. Clarke, Stronghurst, Ill.; killed in action.



Private Harry O. Smith, Bethlehem, Penn.; killed by accident.



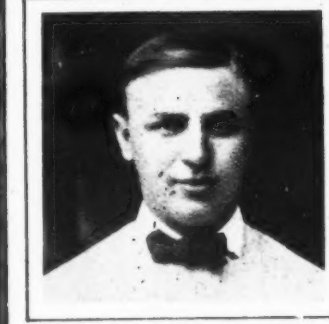
Private William Johnson, Reger, Mo.; killed in action.



Private Henry L. Danforth, Danville, Vt.; killed in action.



Private Edward H. Monahan, Sioux City, Iowa; died from wounds.



Private Walter S. Auer, Canton, Ohio; died from wounds.



Private Gordon Rulien, New Richmond, Wis.; killed in action.



Corporal Cleatus H. McMunn, Senath, Mo.; killed in action.



Private Ezra W. Barrows, Chandler, Minn.; killed in action.



Private James A. Blake, New York City; killed in action.



Private Jack Borus, Middletown, Conn.; killed in action.



Private Johnnie Wilson, Norfolk Va.; died from wounds.

DULCE ET

DECORUM EST PRO

PATRIA MORI

Americans on the Western Front Hurrying to Take Their Place



◆ A CURIOUS WARTIME CONTRAST—AMERICAN "PRAIRIE SCHOONERS," USED BY THE SUPPLY CORPS, TRAVELING ◆
ACROSS THE FRENCH COUNTRYSIDE.



◆ SO THAT THE INFANTRY CAN MARCH LIGHT, A GOOD DEAL OF THEIR EQUIPMENT IS CARRIED IN SUPPLY WAGONS. ◆

Recent dispatches from the scene of active fighting in the western theatre of the war indicate that American troops are about to play a conspicuous part in

the operations. From statements made by Secretary of War Baker it appears that the American army in France is quite a large and formidable force. Beside the sec-

tor in the vicinity of Toul, which is exclusively held by Americans, units are now mingled with the allied forces at almost every point of importance. The epic capture of Cantigny on May 28 provided suffi-

cient evidence of the fighting qualities of our men when face to face with the most thoroughly trained and disciplined of all adversaries. That brilliant exploit may well inspire the American

their

Place Beside the Allies to Stop the German Onslaught



AN AMERICAN MACHINE-GUN SECTION, INDICATING THAT OUR TROOPS ARE WELL SUPPLIED WITH THIS FORMIDABLE WEAPON, ON THE WAY TO THE FIRING LINE.



UNITED STATES INFANTRY IN FULL WAR KIT DRAWN UP ON A FRENCH HIGHWAY AWAITING ORDERS TO MOVE FORWARD.

NS.

fighting
face to
roughly
all ad-
exploit
merican

people with full confidence in their representatives on the battlefields of Europe. While the men on the Foul sector have now become adepts in the art of trench warfare, the fighting elsewhere has

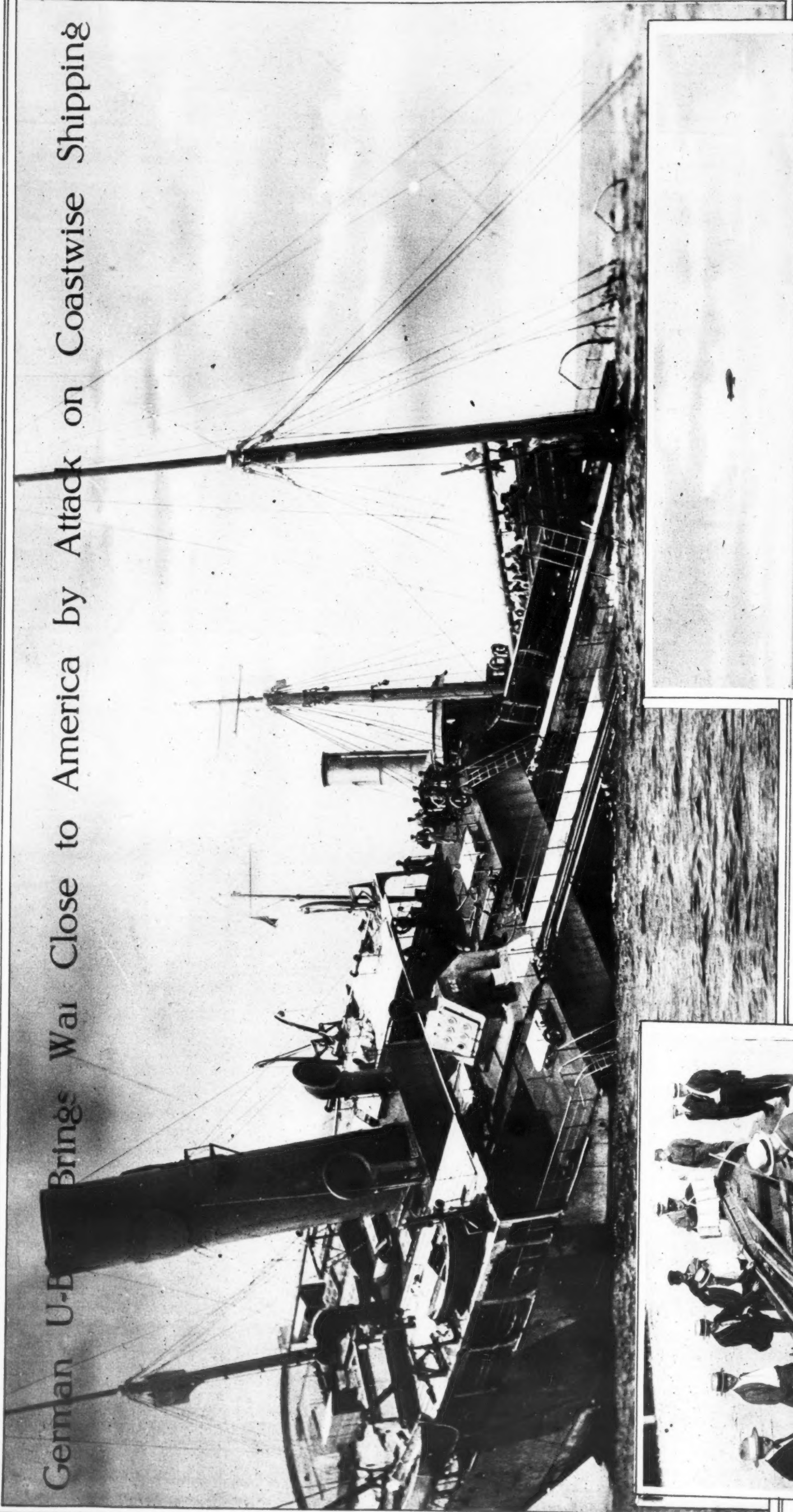
given Americans opportunities of showing their qualities of dash and daring in open warfare. The desperate efforts of the German war chiefs in carrying out the new series of offensives are inspired by

the knowledge that every week the American armies are growing in size and becoming rapidly a source of strength to the Allies which will make German victory impossible. The fate of Germany, it is recog-

nized, depends upon the ability to secure a substantial military decision before the Americans can throw their full weight into the scales.

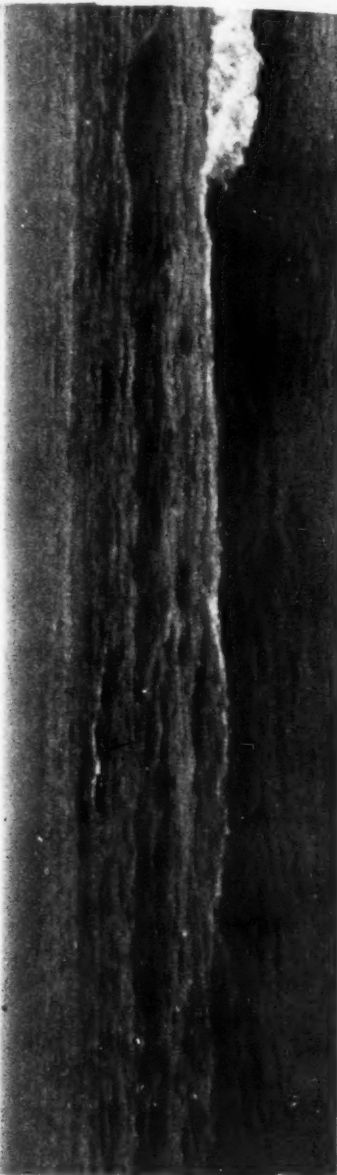
(Photos Mirzoeff.)

German U-Boat Brings War Close to America by Attack on Coastwise Shipping



Between May 25 and June 4, 1918, thirteen American coastwise vessels were attacked by one or more German submarines. Eleven of the craft were sunk, representing a loss of about 18,700 tons. Above is shown the tanker Pratt after it was attacked; at left, one of the lifeboats in which the survivors from the steamer Texel escaped; at right, a naval dirigible patrolling the New Jersey coast off which the German U-boat operates.

(Photos © International Film Service.)



The Interior Construction of German U-Boats

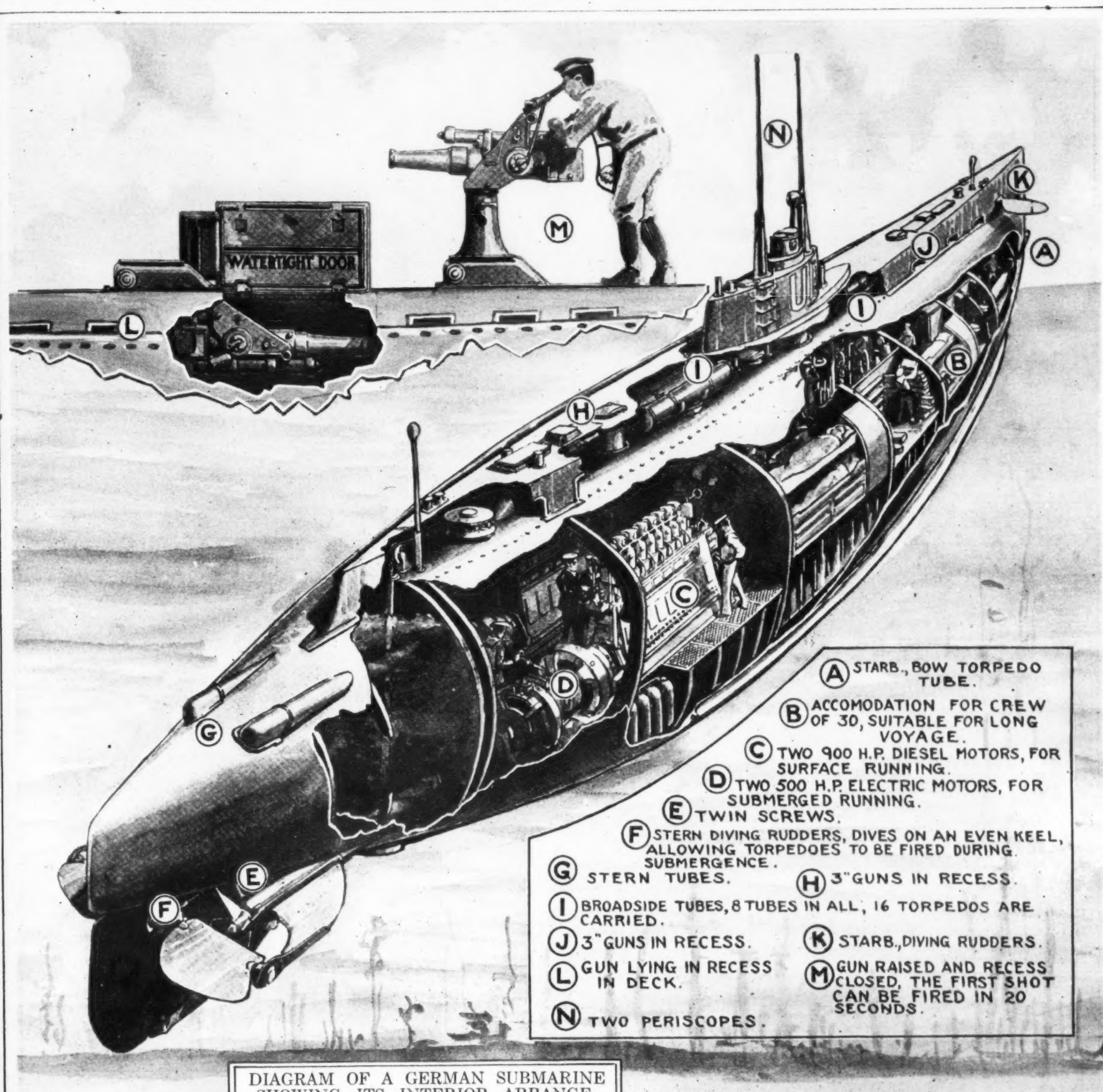
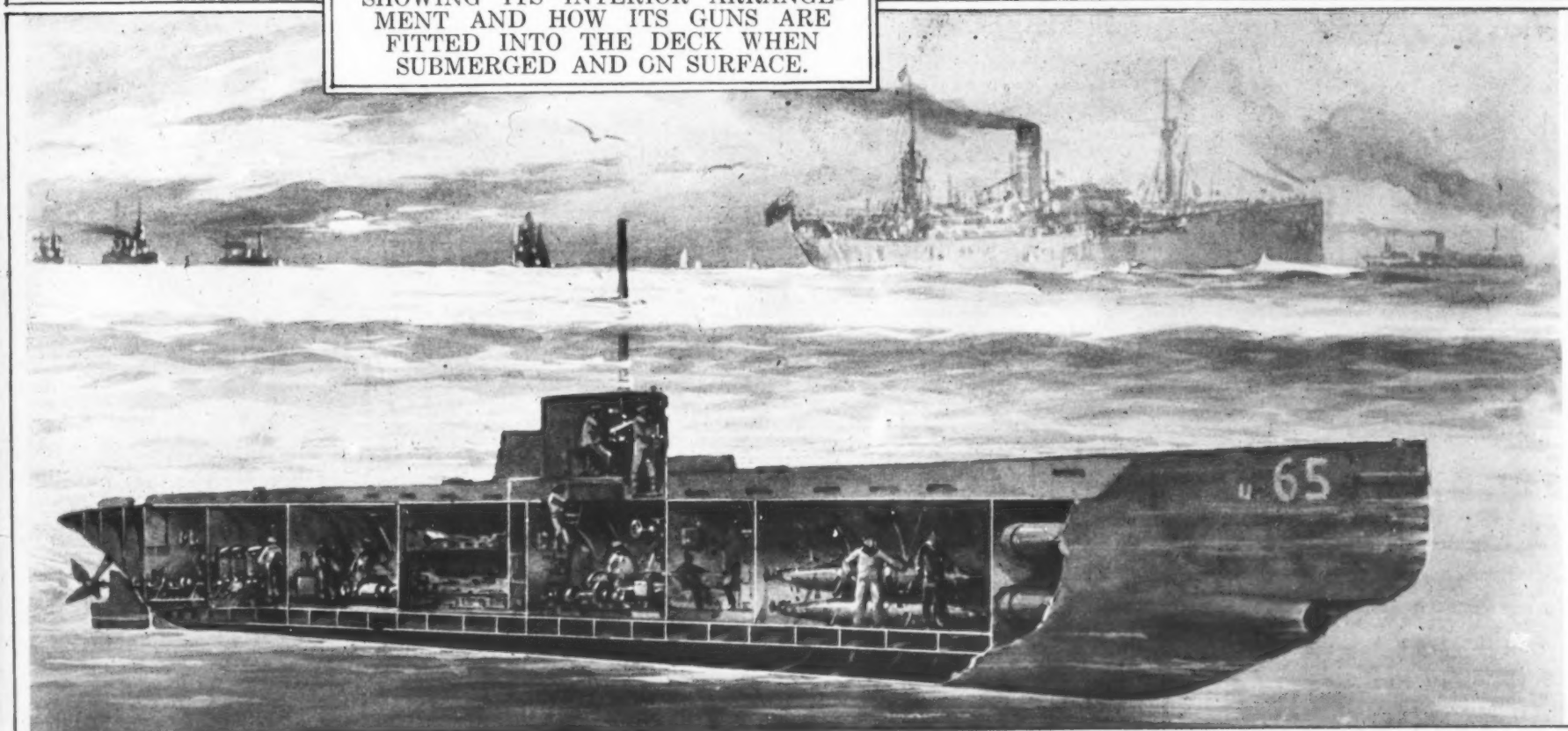
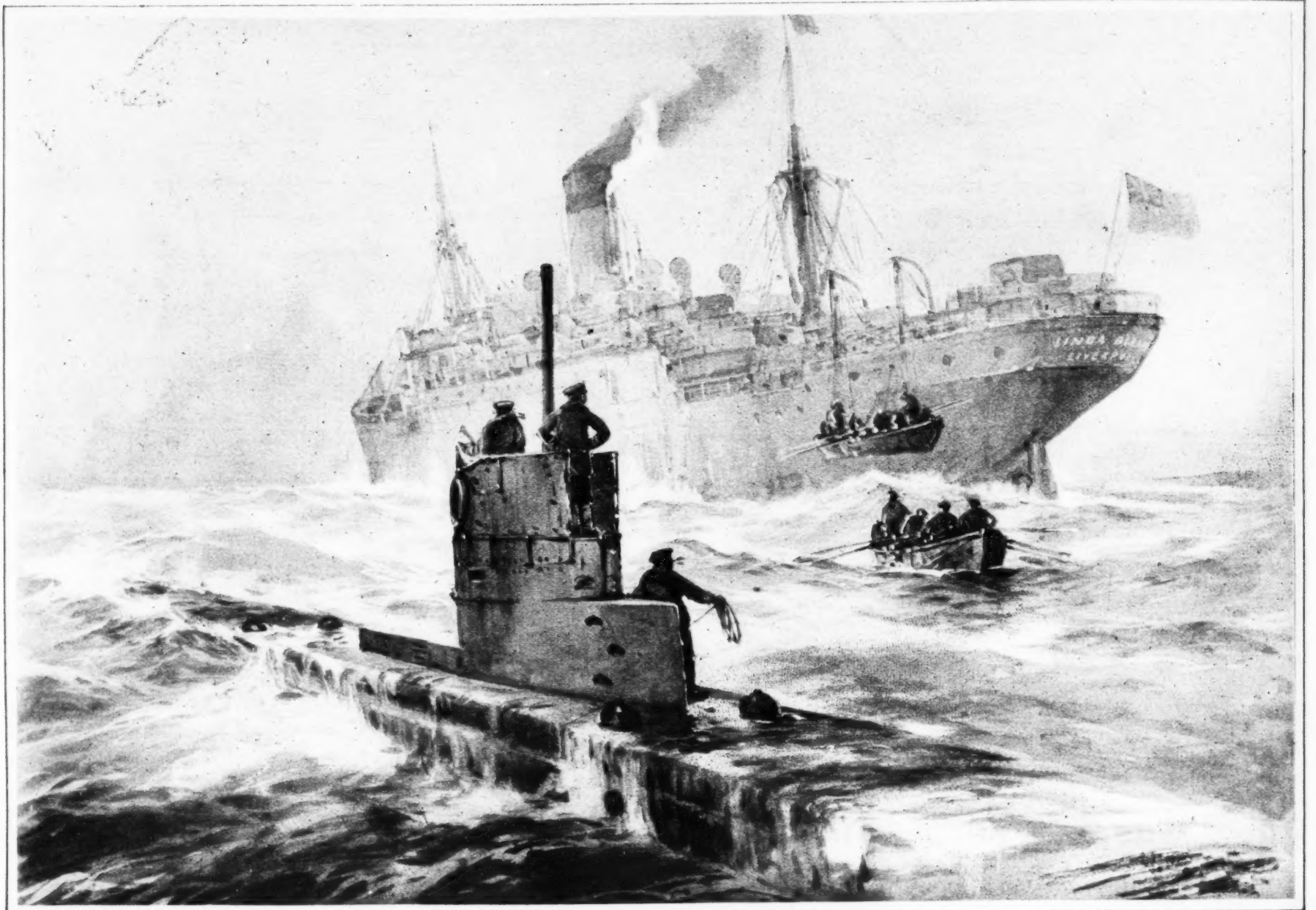


DIAGRAM OF A GERMAN SUBMARINE SHOWING ITS INTERIOR ARRANGEMENT AND HOW ITS GUNS ARE FITTED INTO THE DECK WHEN SUBMERGED AND ON SURFACE.



ANOTHER VIEW OF A GERMAN SUBMARINE, SHOWING THE CHAMBER WHERE TORPEDOES ARE CARRIED AND THE TORPEDO TUBE.

German Submarines as Depicted by German Artists

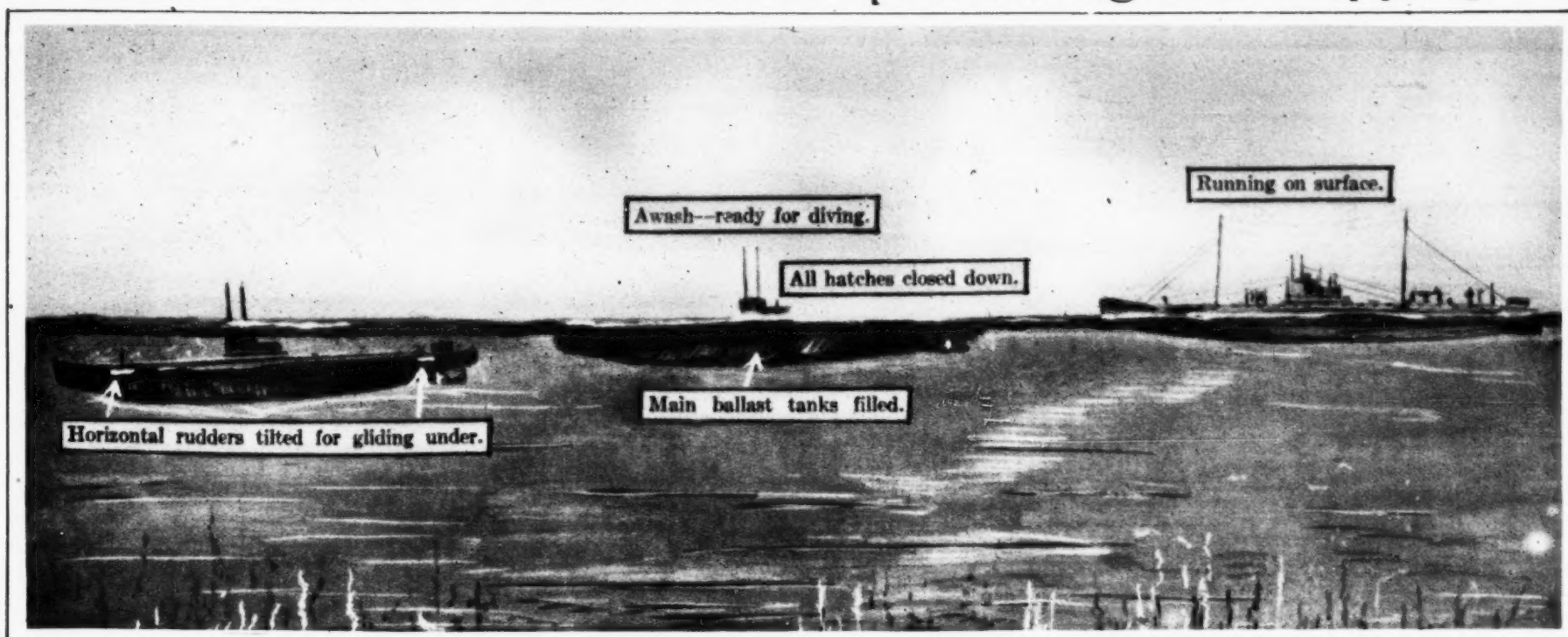


“TEN MINUTES TO ABANDON SHIP”—LIFEBOATS LEAVING A DOOMED BRITISH MERCHANTMAN.

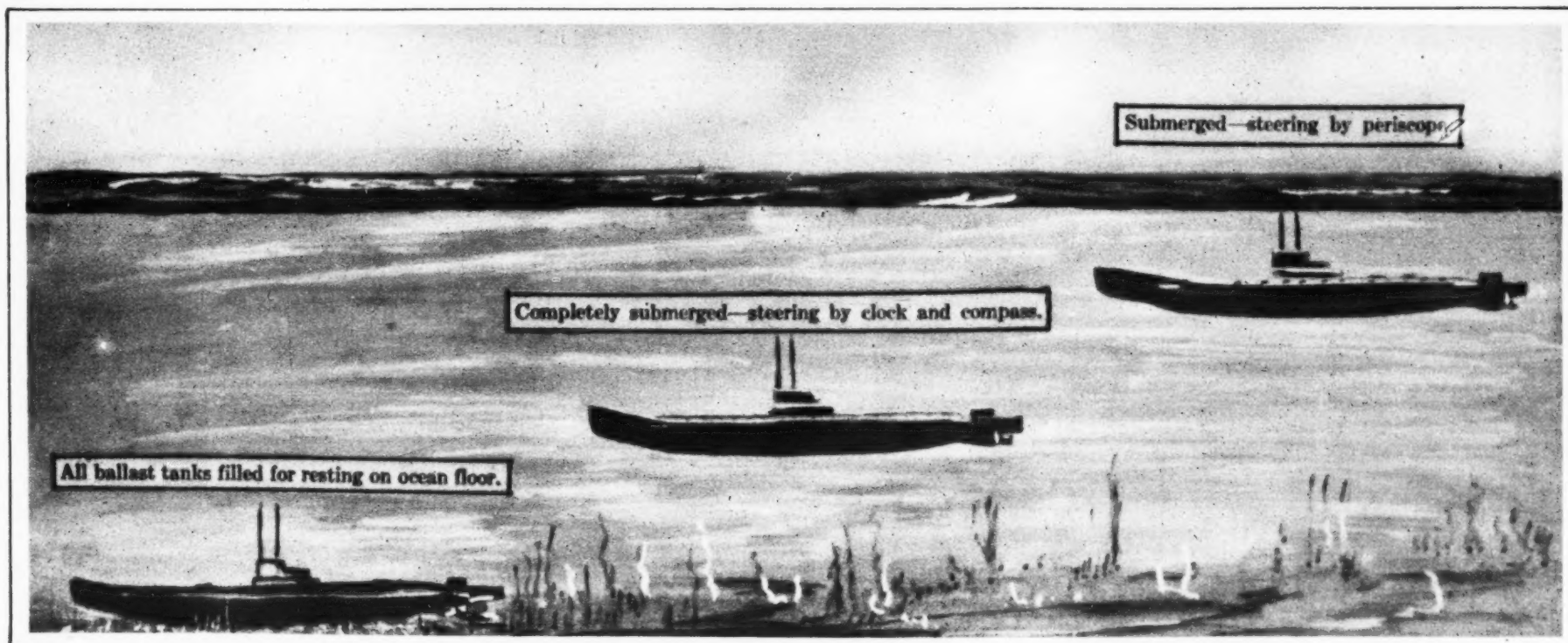


GUNFIRE TO SINK A MERCHANT SHIP WHICH IS ATTEMPTING TO ESCAPE.

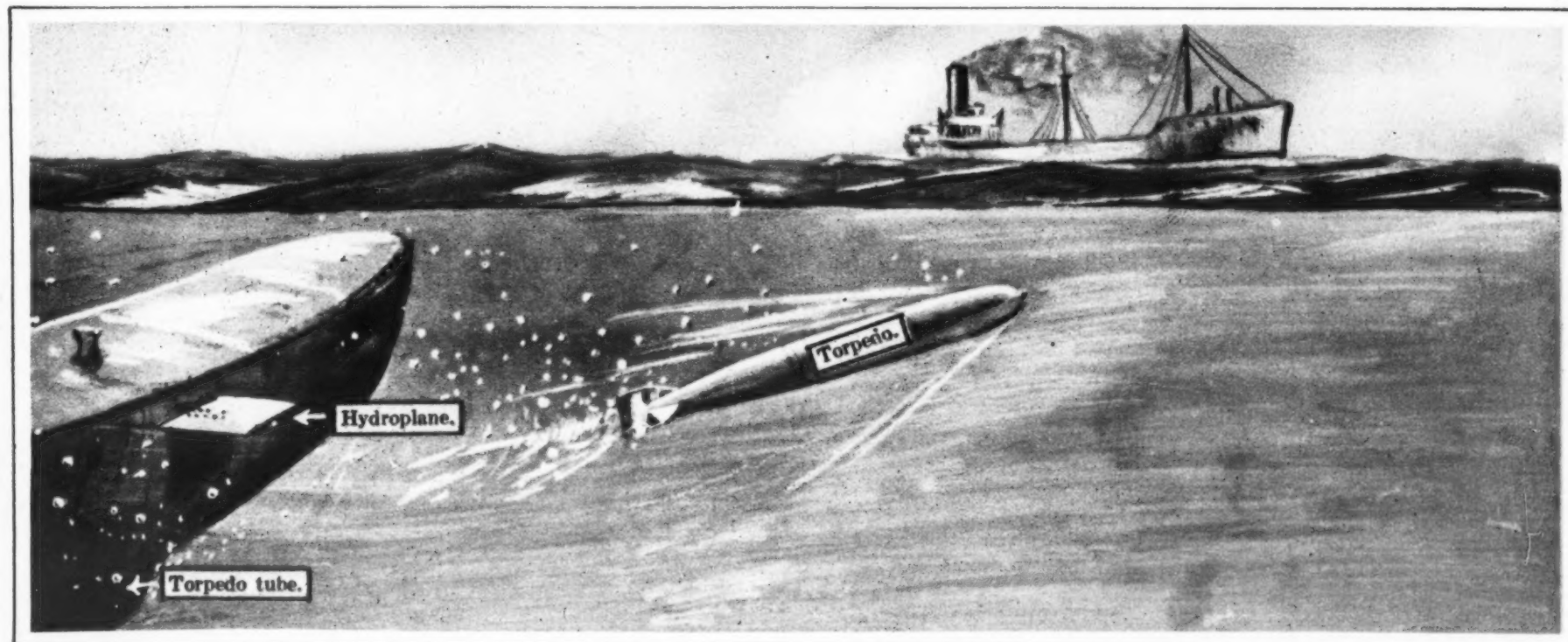
How the Piratical Submarine Operates Against Shipping



A SUBMARINE DOES NOT SINK, BUT DIVES, WHEN SUBMERGING.



DIFFERENT STAGES IN THE OPERATION OF SUBMERGING.



FIRING A TORPEDO FROM A SUBMERGED SUBMARINE, PLACED IN POSITION BY STEERING

The presence of German submarines off the Atlantic Coast of the United States was a startling proof to many Americans that modern invention can bring war much nearer home than was ever thought possible. Sunday, June

2, the day on which most damage was done to American coastwise shipping, was not, however, the first time that German submarines had crossed the Atlantic. On Oct. 8, 1916, the U-53 held up coastwise traffic off Nantucket and sank four British, one Dutch, and one Norwegian ship. Even

before this raid, the merchant submarine Deutschland arrived at Baltimore on July 9, 1916, and later made a second trip to this country. Long journeys are now, therefore, as easily accomplished by submarines as any other craft. The above illustrations show how a submarine operates—how it is

navigated on the surface and then dives to the position in which it is steered by periscope observation; how, when completely submerged, it is steered by clock and compass and how it rests on the ocean floor; and finally how it discharges torpedoes to sink ships.



A BATTERY OF FRENCH HEAVY GUNS READY TO OPEN FIRE.
(Central News Photo Service.)

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Big Guns That Made the German Drive Slow Down



BRITISH HOWITZERS WHICH HAVE BEEN VERY EFFECTIVE IN RETARDING THE GERMAN ADVANCE.

(British Official Photo, from Underwood.)

IN the present German drive toward Paris, as well as the unsuccessful thrust at the Channel ports in March, one of the enemy's boasts was the capture of many guns, including some of the biggest pieces. In former days the loss of artillery was a serious matter, and often infantry and even cavalry were sacrificed to save the guns. But today artillery is often used to protect and mask the change of position of the infantry. This, of course, exposes the artillery to the danger of capture. The gun crews endeavor to destroy their guns at the last moment, generally by removing or smashing the breach-blocks, thus rendering the gun useless for a long period. The loss of guns is not considered very serious, since the manufacture of ordnance has been so highly developed that there is always enough reserve artillery available for any emergency. For example, the German boast of the capture of hundreds of heavy and field guns was met by a British War Office statement that all guns lost in the Picardy drive were immediately replaced from reserve depots behind the lines and that there was no shortage of artillery at any time. It was largely owing to this fact that the new series of German offensives have so far failed to attain their major objective.



THE NEW FRENCH 155-MILLIMETRE GUN, KNOWN AS THE FILLIOUX, IN PROPORTION TO ITS SIZE THE MOST RAPID-FIRE PIECE IN USE.

(French Official Photo.)

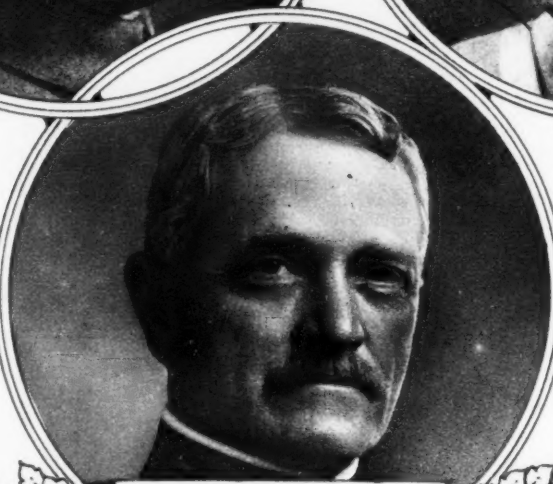
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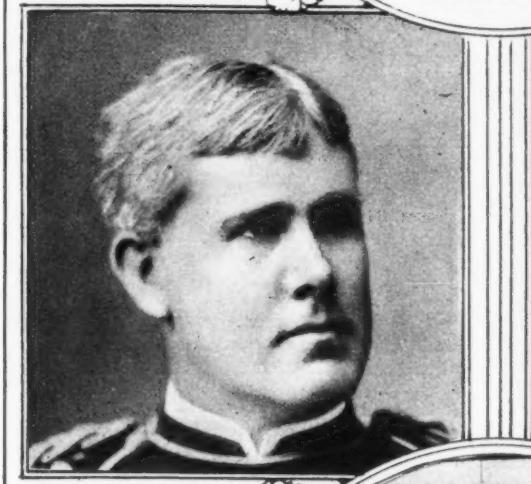
GENERAL FOCH, THE SUPREME COMMANDER OF ALL THE ALLIED FORCES ON THE WESTERN FRONT.



GENERAL PETAIN, COMMANDER IN CHIEF OF THE FRENCH ARMIES. (Central News Photo Service.)



GENERAL PERSHING



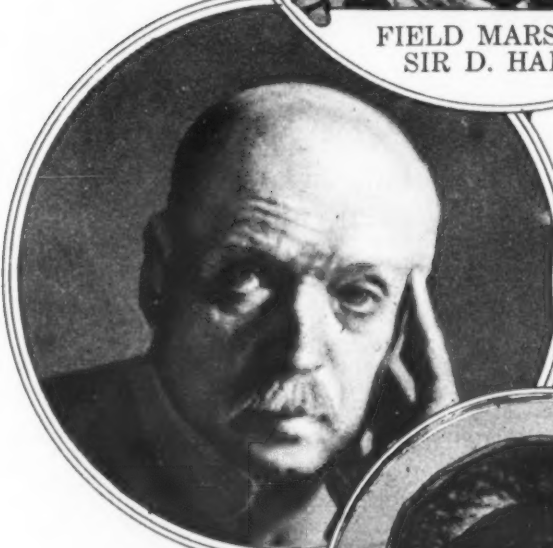
MAJOR GENERAL GEORGE B. DUNCAN, AMERICAN DIVISIONAL COMMANDER.



MAJOR GENERAL HUNTER LIGGETT, AMERICAN DIVISIONAL COMMANDER. (© Harris & Ewing.)



FIELD MARSHAL SIR D. HAIG.



GENERAL FAYOLLE, COMMANDER OF ONE OF THE FRENCH ARMIES WHICH STOPPED THE GERMAN ADVANCE.

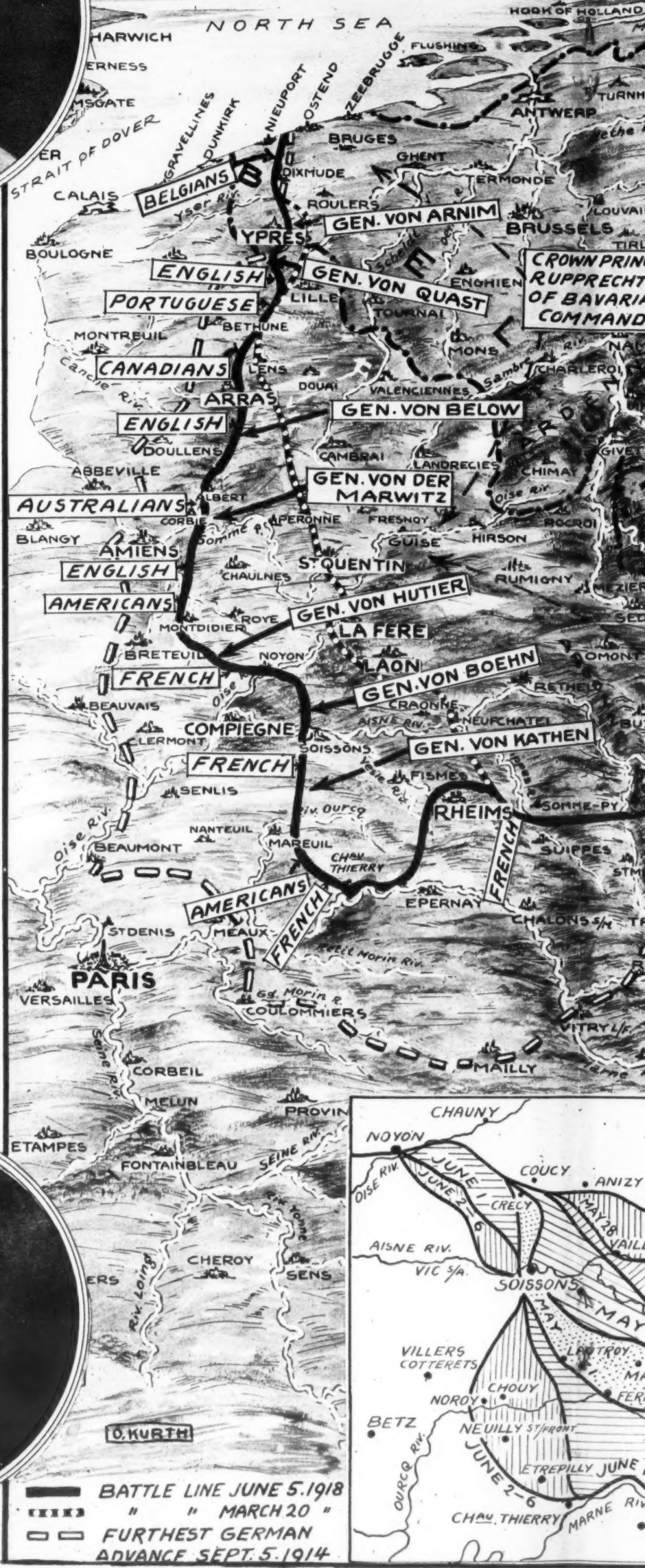


GENERAL MAUD'HUY, FRENCH ARMY CORPS COMMANDER.



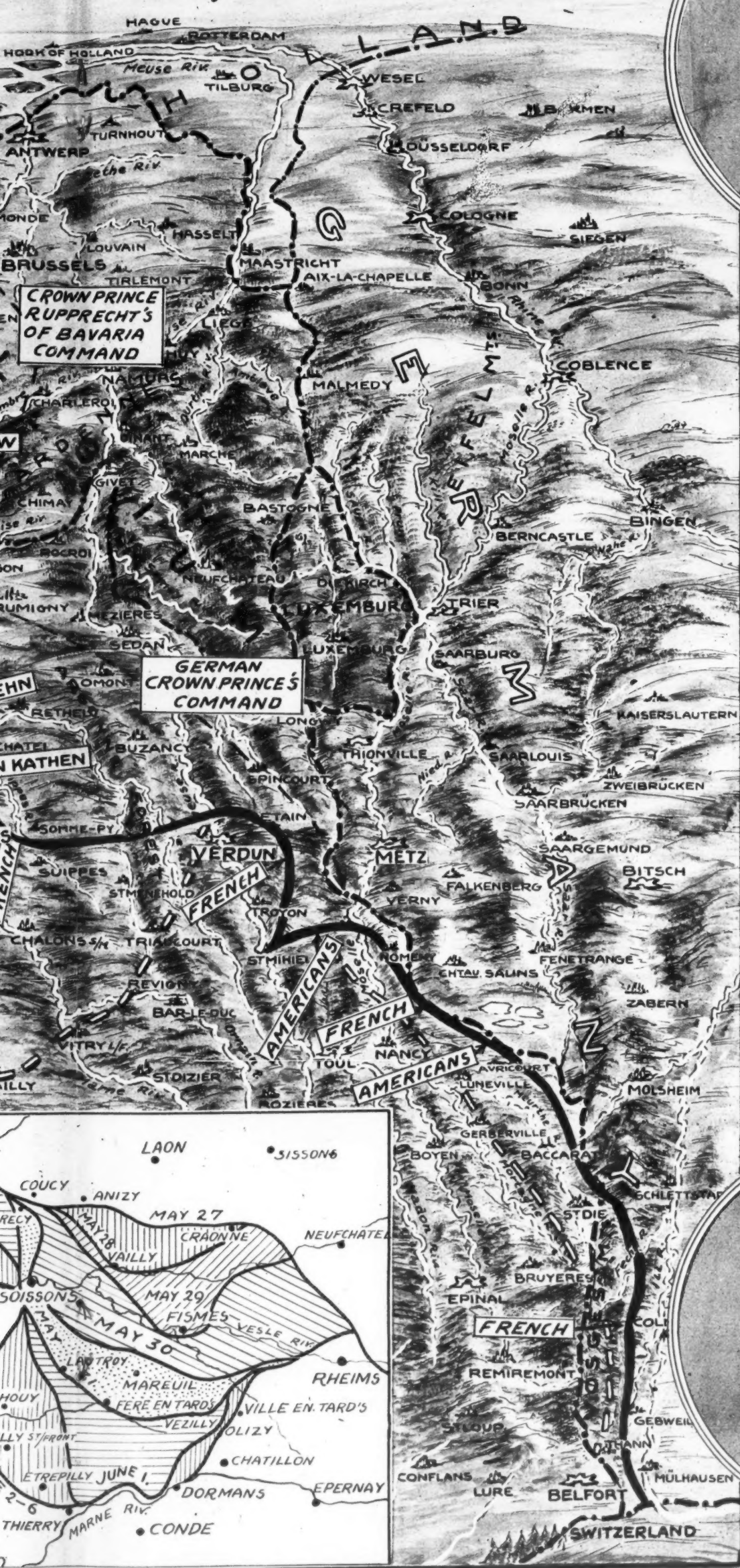
GENERAL PLUMER.

Leaders in the Mighty Effort to Secure a Mi



The above map, showing the whole of the Western battle-front, has been drawn to indicate, as far as can be ascertained, the disposition of the troops on either side. The point of the furthest German advance before the first battle of the Marne in September, 1914, is also shown, as well as the line on March 21, 1918, when the present German o and the

hty Effort on the Western Front re a Military Decision



Western battle-
ascertained,
point of the
f the Marne
ne on March
and the

line as it is at this writing. The two main commands on the German side are apparently held by the Crown Prince of Germany and the Crown Prince of Bavaria. Inset is a map drawn to illustrate the daily changes from the beginning of the German drive on May 27 up to June 5, when the advance was stopped. In this fighting the Americans have rendered valuable assistance to the Allied armies.



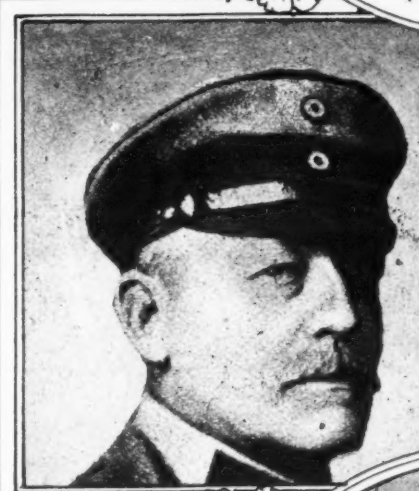
THE
GERMAN
CROWN
PRINCE,
LEADER OF
THE
GERMAN
ARMIES
ON THE
SOUTHERN
BATTLE
LINE.



THE CROWN
PRINCE RUP-
PRECHT OF
BAVARIA,
LEADER OF
THE GER-
MAN ARMIES
ON THE
NORTHERN
HALF OF THE
BATTLE
LINE.



GENERAL SIXT
VON ARNIM.



GENERAL
VON
HUTIER,
ONE OF THE
MOST
SUCCESS-
FUL OF THE
GERMAN
COMMAN-
DERS.



GENERAL
VON DER
MARWITZ,
A GERMAN
COMMAN-
DER WITH A
SUCCESSFUL
RECORD.



GENERAL OTTO
VON BELOW.



GENERAL
VON QUAST,
LEADER OF
GERMAN
FORCES
IN
FLANDERS.

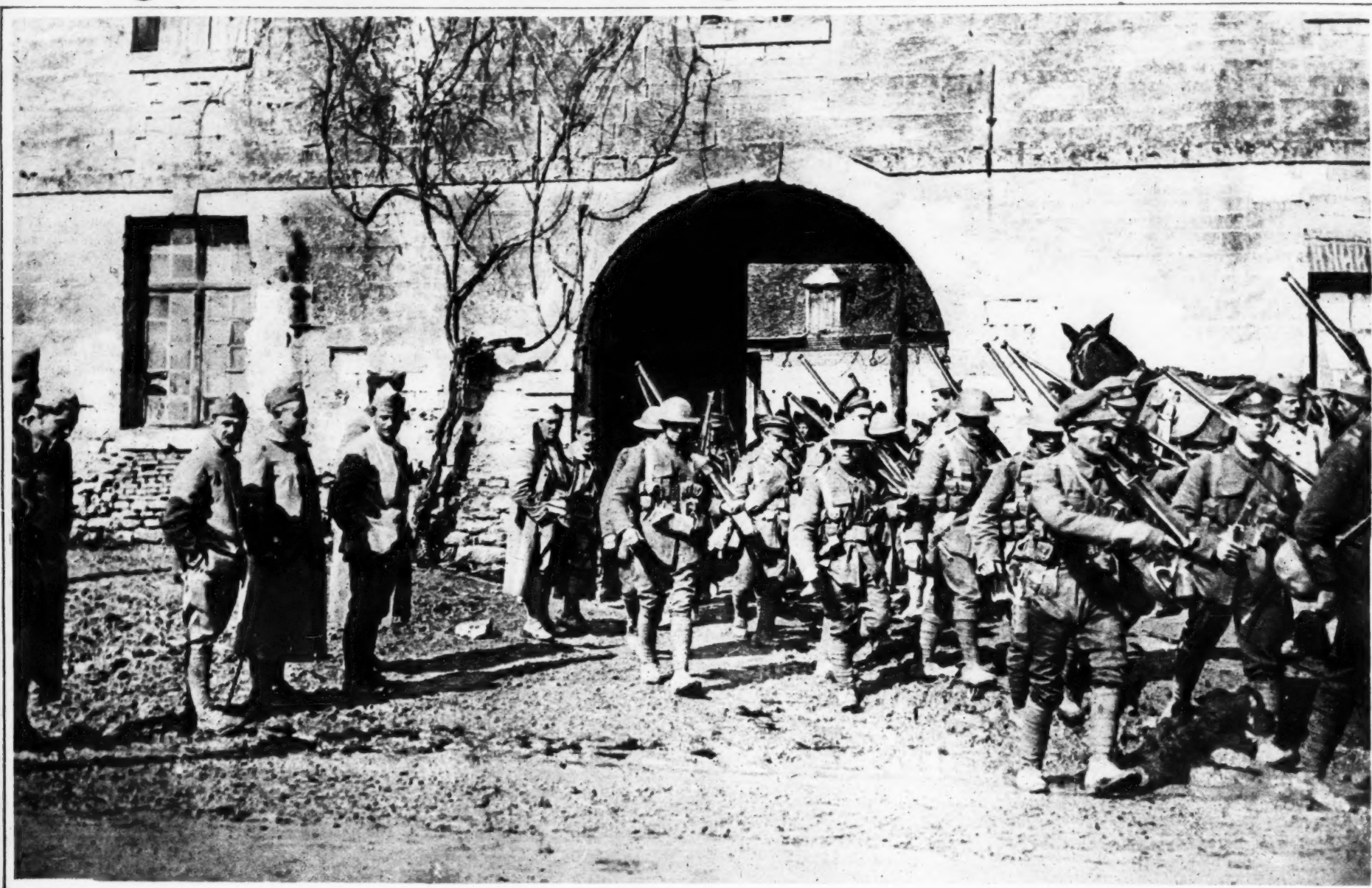


GENERAL VON
BOEHN,
COMMANDER OF
THE GERMAN
FORCES IN THE
REGION BETWEEN
THE TERRITORY
COVERED BY THE
TWO ADVANCES.



GENERAL VON
KATTEN.

Along the French Front During the Opening Stages of the



BRITISH TROOPS ARRIVING TO REINFORCE THE FRENCH IN THE OISE REGION.
(French Official Photo.)



FRENCH AMBULANCES BRINGING IN WOUNDED FROM THE FLANDERS BATTLE.
(© Underwood & Underwood.)

New German Campaign in the Western Theatre of the War

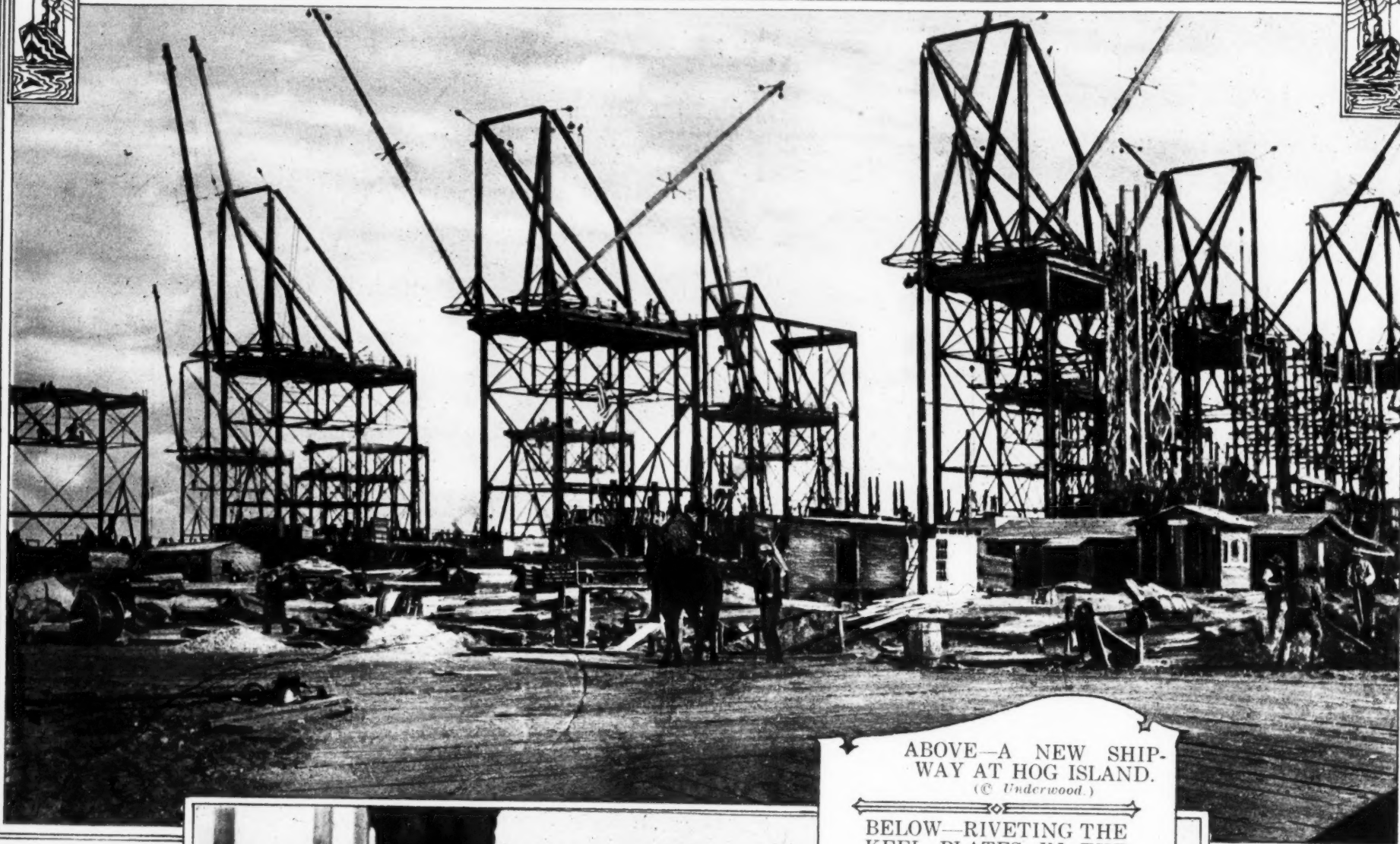


IN THE OISE REGION—FRENCH CAVALRY MOVING FORWARD TO MEET THE GERMAN ADVANCE.
(French Official Photo.)



BARRICADES ERECTED IN FRENCH VILLAGES TO RETARD THE ADVANCE OF GERMAN TROOPS.
(French Official Photo from International Film Service)

Building America's New Fleet of Merchantmen



ABOVE—A NEW SHIP-
WAY AT HOG ISLAND.

(© Underwood.)

BELOW—RIVETING THE
KEEL PLATES IN THE
BOW OF A SHIP.

(Com. Pub. Inf.)



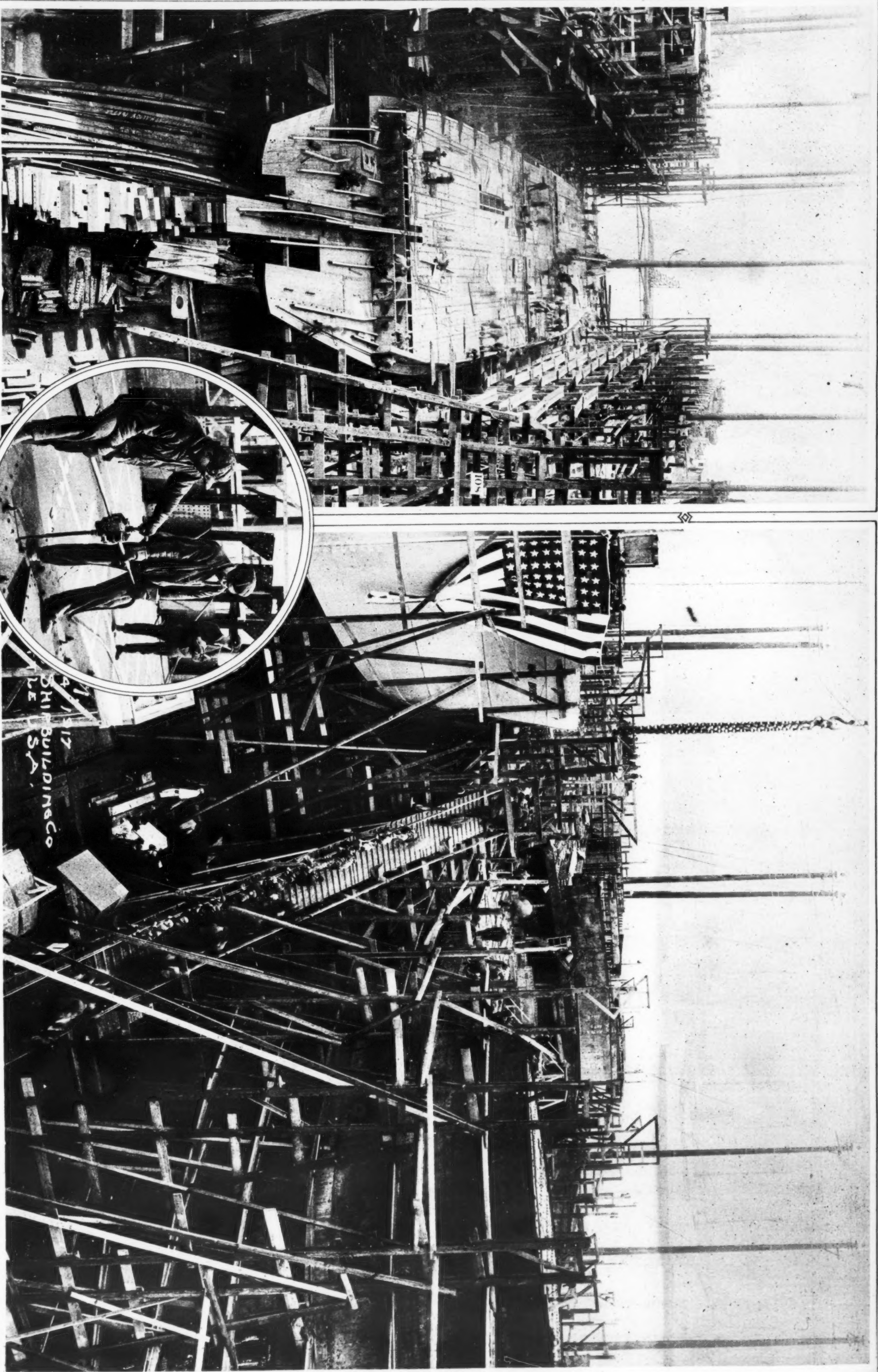
DURING the month of May, 1918, American shipyards established a new record by delivering to the Government, fully equipped, forty-four ships, totaling 263,571 tons dead weight. This brought the total for the first five months of the year to 170 ships, aggregating 1,112,897 tons. These figures briefly sum up the immensity of the work that is now in progress to provide the United States with the greatest merchant fleet in the world's history. In the last few months the progress has been truly extraordinary. This is indicated by the figures showing the tonnage produced month by month since the beginning of 1918: January, 88,507; February, 123,625; March, 172,611; April, 160,286; May, 263,571. Yet the highest total is below the capacity which the shipyards are developing day by day, for the big Government fabricating yards and other new yards are not yet in full operation. It now seems certain that the total production for 1918 will exceed 3,000,000 tons of ships. The record pre-war year in American shipbuilding was 1901, when, exclusive of ships built on the Great Lakes, 402,136 tons of ships were completed. Frequent reference is made in these

days to "fabricated" ships. "Fabricated" is the technical term applied to vessels built from numbered shapes made from patterns. The first of the "fabricated," or standardized, steel cargo vessels of the Emergency Fleet Corporation was the Agawam, launched in Newark Bay on May 30. Approximately 27 steel mills, 56 fabricating

plants, and 200 foundries and equipment shops were drawn upon to construct the ship. The various steel parts of the hull and superstructure were fabricated as completely as practicable in structural steel shops throughout the country and then were assembled at the Newark Bay shipyard. The work involved in pro-

brought to the yard in sections as large as can be transported on the railroads. Each part is numbered and lettered, and, as they are shaped perfectly, all that is necessary is to place them in position, bolt them, and finally fasten them with rivets." Another indication of the growth of the Government's great shipbuilding

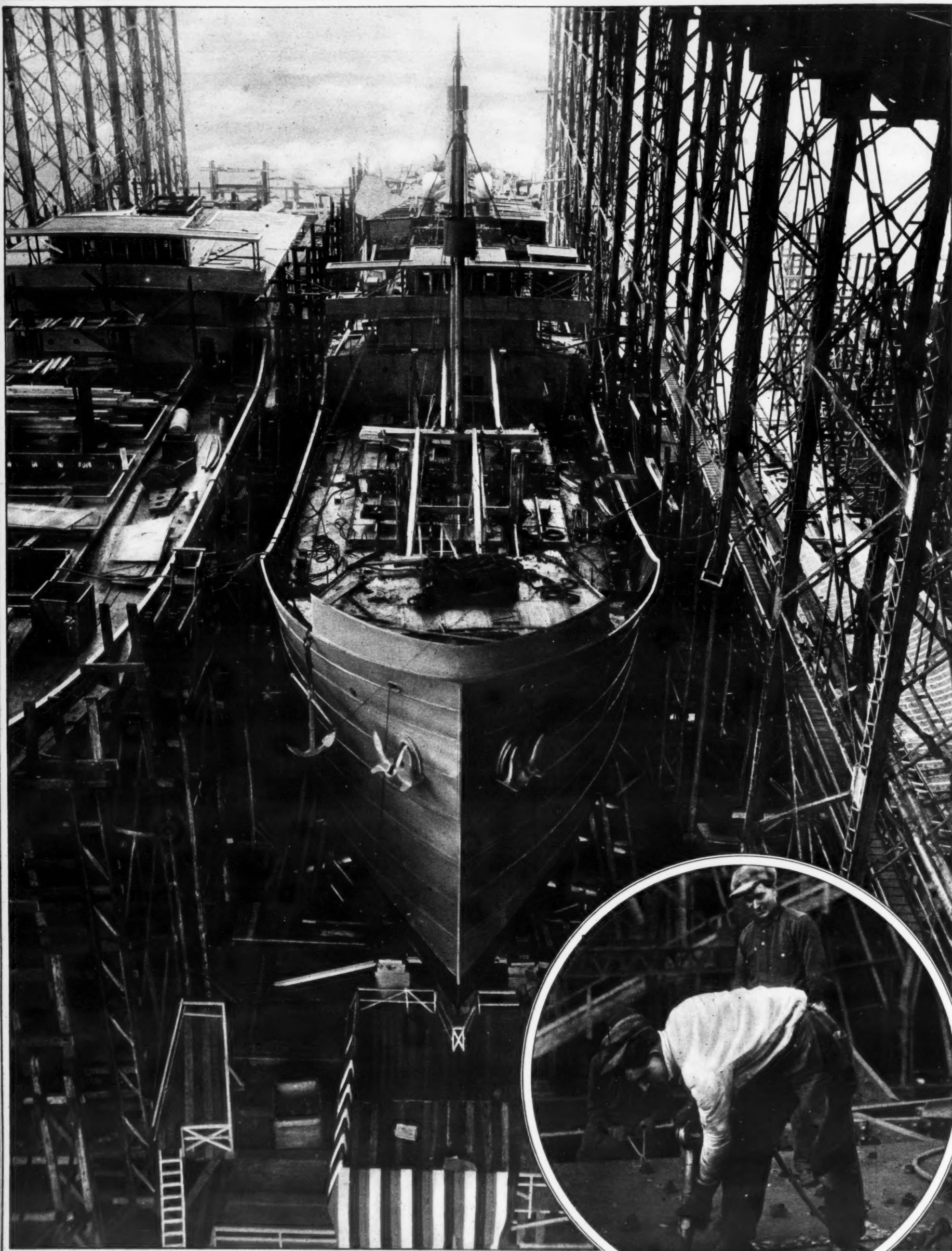
ducing a "fabricated" ship was explained by Henry R. Carse, President of the Submarine Boat Corporation, which built the Agawam and which has a contract for 150 vessels of the same type: "95 per cent. of the work in forming the parts entering into the hull of this vessel and punching rivet holes is done at shops widely separated from drawings furnished by this company, and these drawings have been of such exactitude and the work has been so carefully performed by the different bridge shops that when they are brought together at this yard they fit perfectly and the ship, as you see, is absolutely fair. The construction of the hull of this vessel requires the driving of over 400,000 rivets, and by our method more than one-quarter of these rivets are driven at the distant shops the different parts being



ONE OF THE WAYS ON WHICH SHIPS ARE BE-
ING BUILT AT SEATTLE, WASH., NOW A
LEADING SHIPBUILDING CENTRE.
(Publishers' Photo Service.)

USING A REAMER TO BORE HOLES INTO
WHICH RIVETS ARE HAMMERED. IT IS
WORKED BY COMPRESSED AIR.
(© Committee on Public Information.)

A SHIP READY FOR LAUNCHING ON A WAY AT SEATTLE NEXT TO ANOTHER WHICH
IS RAPIDLY APPROACHING COMPLETION.
(Publishers' Photo Service.)



SHIP READY TO BE LAUNCHED AT
CAMDEN, N. J., AND NEXT TO IT
ANOTHER ALMOST READY.

RIVETING WITH COMPRESSED AIR.

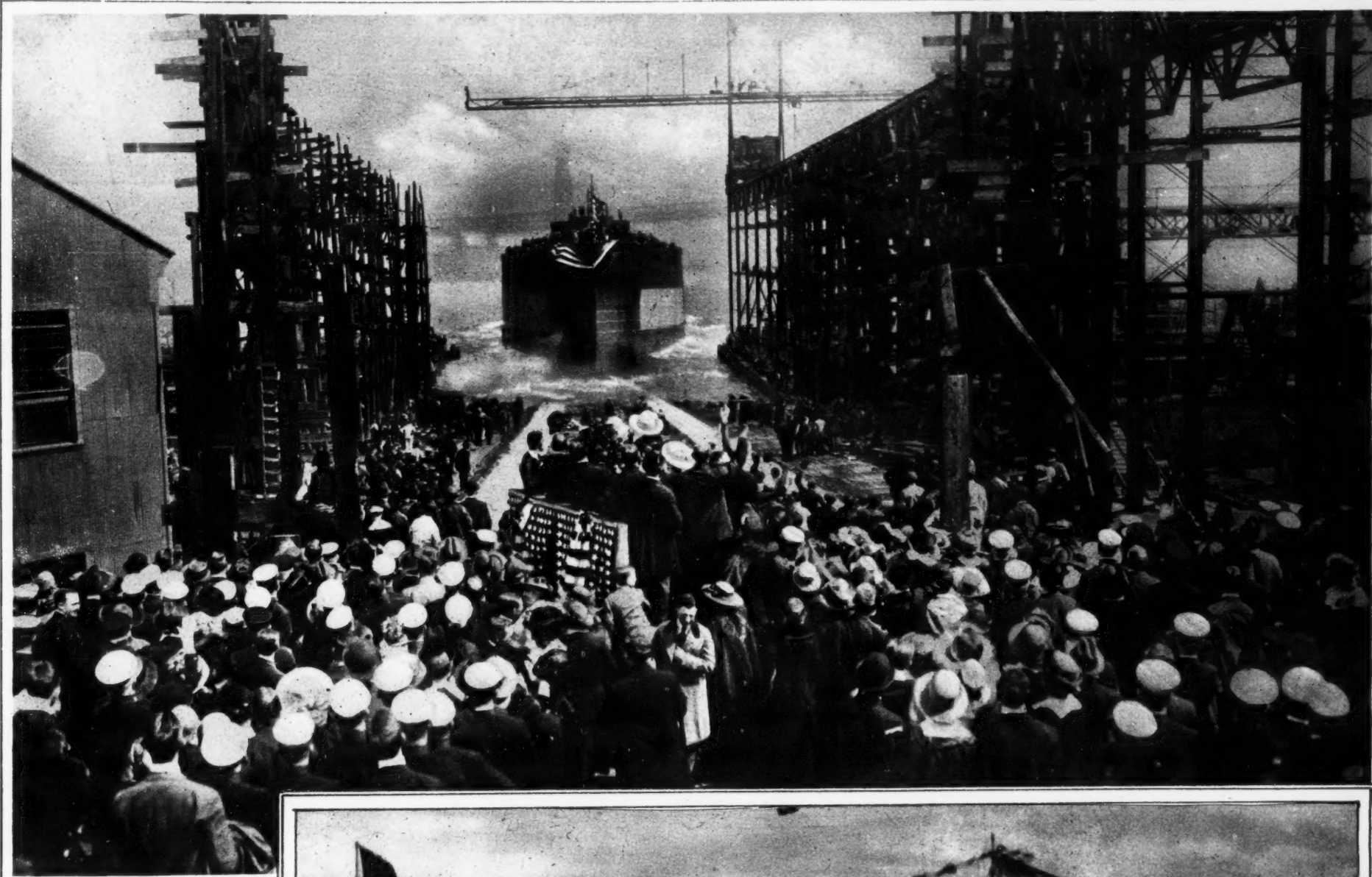
(Photo Press Illustrating Service.)

enterprise is provided by the figures relating to numbers of workers. In January there were 60,000 workers in the shipyards. At the end of May there were 350,000 in the yards and 350,000 more working in accessory and allied branches, without includ-

ing the steel mills. Charles M. Schwab, who, as Director General of the Emergency Fleet Corporation, is in charge of the Government's shipbuilding program, has become quite optimistic about the outlook. "At one time," he told the American

Iron and Steel Institute at a recent banquet, "I personally felt that matters had not gone well. Now I want to say that the work of Mr. Hurley, Mr. Piez, and General Goethals has been magnificent." The steady increase of the number of ships pro-

duced by the United States and the Allies as compared with those sunk has now rendered utterly futile the German plan of winning the war by cutting off ocean-borne supplies and preventing the transportation of troops.

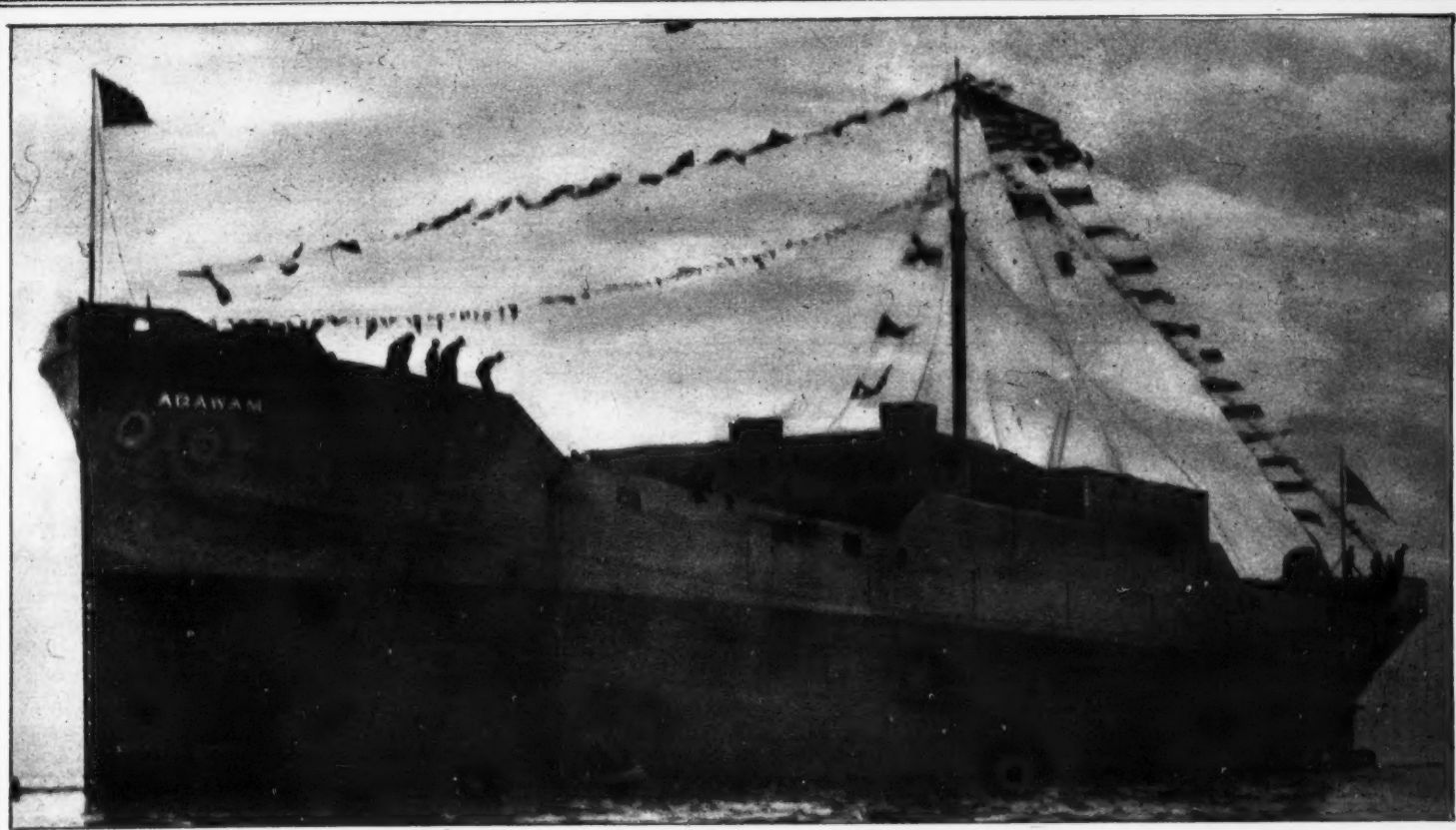


LAUNCHING A SHIP, WHICH, HOWEVER, WILL NOT BE COMPLETE UNTIL THE MACHINERY AND MANY FITTINGS ARE PUT IN.

(Times Photo Service.)

THE AGAWAM, THE FIRST "FABRICATED" SHIP IN THE WORLD, JUST LAUNCHED IN NEWARK BAY, N. J.

(Photo Paul Thompson.)



GENERAL VIEW OF HOG ISLAND SHIPYARD, NEAR PHILADELPHIA. IT IS THE LARGEST SHIPBUILDING PLANT IN THE WORLD AND HAS BEEN CREATED FROM START TO FINISH WITHIN THE LAST YEAR.

(© Underwood & Underwood.)

Camp Travis, Where the 90th Division, One of the



Panoramic View of Camp Travis, the Training Quarters of the 90th (National Army) Division,

New National Army Organizations, Has Been Trained



Adjoining the U. S. Military Reservation at Fort Sam Houston, San Antonio, Tex.

(© Henningsen.)

Three Generations of American Fighters on Parade



VETERANS OF THE CIVIL WAR, WEARING ZOUAVE UNIFORMS, MARCHING IN THE MEMORIAL DAY PARADE IN NEW YORK CITY, MAY 30, 1918.

(© Underwood & Underwood.)



SPANISH WAR VETERANS IN NEW YORK'S MEMORIAL DAY PARADE. ALTHOUGH TWENTY YEARS HAVE PASSED SINCE THE WAR, 75,000 OF THE VETERANS ARE IN THE ARMY AND NAVY TODAY.

(© Brown Bros.)



THE NEW GENERATION OF AMERICAN FIGHTERS—NATIONAL ARMY MEN READY TO LEAVE FOR EUROPE TO FIGHT IN THE PRESENT WAR.

(© Underwood & Underwood.)

A Flashlight on Some Aspects of the War



This Picture of the Kaiser and the Kaiserin is in the Chapel of the German Hospice in Jerusalem and is New Evidence of the German Monarch's Insatiable Fondness for Having Himself Represented in Works of Art. (Photo International Film Service.)

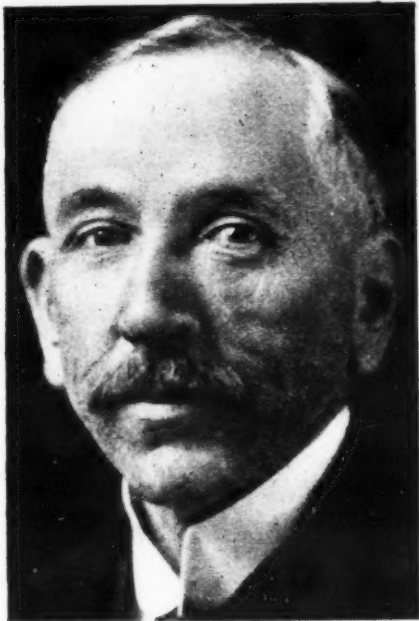
THE KAISER IN ANOTHER OF HIS MANY POSES.

NERO fiddled while Rome burned. The German Emperor, if he had his way, would pose for an equestrian statue to be placed in the public square of every town captured by his army. This seems a picturesque exaggeration, but those who have studied the Kaiser's private character have no hesitation in saying that the Emperor's self-esteem is colossal.

Wilhelm II. is one of the great royal megalomaniacs like Caligula, Nero, Tamerlane, Pedro the Cruel, Ivan the Terrible. Always the possession of unquestioned power has turned the heads of its possessors. The descendant of Frederick the Great is shown in the accompanying photograph, taken in the German hospice at Jerusalem, in the role of Charlemagne, one that he loves to play, being convinced that he is a literal descendant of that great empire-builder. It made no difference that the original crown of Charlemagne was too small for the Kaiser's head. A dummy one was made at once and served its purpose.

In practically every sphere of human activity the Kaiser pretends to distinction. His favorite plaything is art. So intrusive and petty have been his interferences with German art labors that his name has become odious among all sincere artists, particularly among sculptors, whom he commissions time and time again to immortalize him in some new pose. Napoleon studying his memorable pose from the great tragedian Talma is nothing compared to this man whose photographs run into the thousands, and who in one day poses to the same photographer in six different positions, each time in a different uniform with different decorations.

Bismarck, after his dismissal in 1890, said of this royal poseur, with an air of tired mockery: "I pity the young man; he is like a fox-hound that barks at everything, that smells at everything, that touches everything, and that ends by causing complete disorder in the room in which he is, no matter how large it may be." Yet his whole attitude is perfectly sincere, because his posing follows quite naturally from his firm conviction that he is in actual fact the anointed one of God, as witness his almost daily references to God and himself.



William Morris Hughes, Exponent of a Monroe Doctrine for the Southern Pacific.

MONROE DOCTRINE FOR THE PACIFIC ISLANDS DEMANDED BY AUSTRALIAN PREMIER.

AUSTRALIA'S Prime Minister, William Morris Hughes, while on his way to London to attend the Imperial Conference, visited Washington and was received by President Wilson. Then a night or two later in New York City he acquainted Americans with his views on the future of the Pacific Ocean and the many groups of islands which lie scattered over its great space. He summed up his program in the phrase: "An Australasian Monroe Doctrine in the Southern Pacific."

The necessity of this doctrine arose from the predatory policy of Germany in the Pacific. "Against all predatory nations," Premier Hughes declared, "we shall strive to give this doctrine effect to the last ounce of effort at our disposal." As the United States also had important interests in the Pacific, he appealed to Americans to join with Australia and New Zealand in establishing the new Monroe Doctrine.

The fate of the Pacific islands is one of the chief subjects which Hughes is going to raise at the Imperial Conference, the great gathering of Prime Ministers and other representatives of all parts of the British Empire, for the question is now greatly agitating the minds of the people of Australia.

EDWARD SHORTT AND HIS TASK OF GOVERNING IRELAND.



IRELAND'S Government is curiously split up between London and Dublin. The real authority is in London and is exercised by the Chief Secretary for Ireland, ordinarily a member of the Cabinet. Since the war, however, the Cabinet has been reduced to five and the Chief Secretary, like other Ministers, devotes himself exclusively to his duties at the Irish Office.

In the eyes of Irish Home Rulers the Government is summed up by Dublin Castle, the official residence of the Lord Lieutenant, or Viceroy, who represents the King and is for that reason in reality subordinate to the Chief Secretary, whose policy he carries out.

The Irish people, however, have a voice in the Government by electing 103 members of the House of Commons, which altogether has 670 members. The 70 or 80 Home Rulers have more than once exerted great influence in the House of Commons when the two British parties, Conservatives and Liberals,

have been more or less evenly divided.

Edward Shortt, who has recently been appointed Chief Secretary for Ireland, is a Liberal and represents Newcastle-on-Tyne in the House of Commons. He has always been in favor of Irish Home Rule, and, for that reason, his appointment has been more satisfactory to the Irish people than was expected.

RELICS OF ANCIENT ART UNCOVERED ON EUROPEAN BATTLEFIELDS.

IT would be a singular freak of modern warfare, and not by any means the first or only one, if by its unpremeditated aid the treasures of long and painfully carried out archaeological labors were to be augmented. And yet, as a photograph on this page shows, this is very apt to be the case. We see here a number of Italian soldiers, standing about a small excavation in the war-torn soil, regarding with interest what seems to be a slab of decorative metal. This slab is in fact a fragment of mosaic work, made centuries ago probably, and now for the first time exposed.

The region along the Italian front is, of course, exceedingly rich in antiquarian materials and it is not strange that on many occasions, during heavy fire, objects of extreme historic and artistic value should be uncovered. And, in fact, there have been many rumors to the effect that when the combatants learned of these curious results of their shell and artillery fire in No Man's Land they laid down their arms and enjoyed a truce while all engaged in removing the precious fragments from the range of destruction. Evidently, these soldiers put a far greater value upon the relics of past ages than upon their own lives—a freak of war psychology not without value to some future student of the human mind.

It is not to be supposed that the finds generally encountered are as attractive in looks as the one here shown. In most cases, indeed, the relics would be sadly cut up. But the important point is that where some antiques have been discovered others are quite certain to be found. On this account close notice is taken of every such "find," so that when peace returns the nations can send out to the designated spots expeditions of archaeologists and anthropologists to repeat and add to the monumental work at Mycenae and Knossos.



An Old Roman Mosaic Uncovered by Italian Soldiers While Digging Trenches. It Is One of Several Important Discoveries of the Kind Made Since the War. (Photo Gulliana Service.)

D. W. GRIFFITH, UNDER FIRE FILMING "HEARTS OF THE WORLD"



MR. GRIFFITH IN A FRONT LINE TRENCH 50 YARDS FROM THE GERMAN LINES.

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LITTLE
BEN
ALEXANDER,
THE
REMARKABLE
CHILD
ACTOR,



WHO WAS
UNDER
BOMBARDMENT
WHILE BEING
PHOTOGRAPHED
IN
"HEARTS OF
THE WORLD."



LILLIAN GISH AND LITTLE BEN ALEXANDER IN A SCENE FROM "HEARTS OF THE WORLD."



DOROTHY GISH, IN THE COSTUME SHE WORE IN THE TRENCHES WHILE UNDER FIRE FOR "HEARTS OF THE WORLD."



MR. GRIFFITH EXAMINING A LEWIS GUN IN THE TRENCHES—UNDER FIRE.

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